

CITY OF ABERDEEN COMPREHENSIVE PLAN

2011



"Home of Opportunity"

Credits

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Chapter 1 – INTRODUCTION

The Comprehensive Plan is an official long-range policy statement adopted and amended by formal resolution of the City Council. It is a major component of the planning process for the City as it guides the long-range, comprehensive decision-making process involving primarily physical development and those City actions expected to influence development in the long-term. The Comprehensive Plan contains goals, objectives, policies, and guidelines for growth and redevelopment for the City.

MARYLAND PLANNING LEGISLATION

The State of Maryland delegates planning and land use regulatory authority to all incorporated municipalities through Article 66B of the Maryland Annotated Code. Article 66B also authorizes local jurisdictions to prepare comprehensive plans, zoning ordinances, and subdivision regulations. The Comprehensive Plan is reviewed by the Aberdeen Planning Commission for updates at least once every six years pursuant to the Economic Growth, Resource Protection and Planning Act of 1992. In 2006, the Maryland General Assembly passed House Bill 1141 and House Bill 2, incorporating measures effecting comprehensive plans, annexations, and land preservation programs. As a result of these bills, three new elements are incorporated in the 2011 Comprehensive Plan: Water Resources Element, Municipal Growth Element, and Housing Element.

The State of Maryland's twelve new Planning Visions, outlined in the Smart, Green & Growing legislation of 2009, are incorporated throughout the Comprehensive Plan:

1. **Quality of Life and Sustainability:** A high quality of life is achieved through universal stewardship of the land, water, air, and protection of the environment.
2. **Public Participation:** Citizens are active partners in the planning and implementation of community initiatives.
3. **Growth Areas:** Growth is concentrated in existing population and business centers.
4. **Community Design:** Compact, mixed-use, walkable design, consistent with existing community character and located near available or planned transit options, is encouraged to ensure efficient use of land and transportation resources.
5. **Infrastructure:** Growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner.
6. **Transportation:** A well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.

7. **Housing:** A range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes.
8. **Economic Development:** Promoting job growth, business vitality, and employment opportunities is essential to continue our prosperity.
9. **Environmental Protection:** Land and water resources, including the Chesapeake and coastal bays, are carefully managed to restore and maintain healthy air and water, natural systems, and living resources.
10. **Resource Conservation:** Waterways, forest, agricultural areas, open space, natural systems, and scenic areas are conserved.
11. **Stewardship:** Government, business entities, and residents create sustainable communities by balancing efficient growth with resource protection.
12. **Implementation:** Strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure and transportation are integrated across local, regional, state, and interstate levels.

HISTORY OF PLANNING IN ABERDEEN

The City of Aberdeen adopted its first full scale-zoning ordinance in 1957 and its first comprehensive plan in 1969.

The City updated the 1994 Comprehensive Plan in 2002 to comply with the revised State Article 66B and the Smart Growth Priority Funding Areas Act of 1997.

USE OF A COMPREHENSIVE PLAN

The Plan represents the vision for the City of Aberdeen in an orderly and desirable growth pattern. Changes to the Plan may be initiated via private application and/or the normal process of updating the Plan by the City every 6 years.

The purpose of a comprehensive plan is to give direction to both public and private decisions so that the City can realize the most beneficial arrangement of land uses, as well as the orderly and economic delivery of public services for present and future residents.

A comprehensive plan provides a basis for intelligent discussion between the public and its elected representatives on the future development of their community. It also coordinates decision-making within and between public and private entities in order to achieve a healthful and balanced environment.

An adopted comprehensive plan will represent a basis for decision-making in the City of Aberdeen. The comprehensive plan is intended to be the guide for the day-to-day decisions regarding development and growth. To be used, the plan must be accepted, understood, and supported by the elected officials who are charged with the responsibility of decision-making. In addition, citizens who recognize the benefits that can result from wise foresight should also support the plan.

To be effective, the plan must be geared toward the social, economic, and environmental realities of today, yet it must promote the balanced services and facilities required by the citizenry of the future. By adopting such a plan, decisions will be made, funds will be allocated, and programs will be initiated and accomplished.

The Comprehensive Plan for the City of Aberdeen shall be hereinafter referred to as "the Plan."

U.S. DEPARTMENT OF DEFENSE BASE REALIGNMENT AND CLOSURE (BRAC) FOR 2005 – 2011

The latest round of BRAC is being described as the most important economic event in Maryland since World War II. The City of Aberdeen recognizes that BRAC will be a major source of economic and demographic expansion for the City, Harford County, and the State of Maryland.

As cited in the Aberdeen Proving Ground (APG) Regional Workforce Analysis prepared by New Economy Strategies LLC and AKRF, Inc., dated December 2009, BRAC 2005 will result in the relocation of at least 8,200 net new jobs to APG in Harford County. The movement of these jobs into the region is projected to create thousands of indirect and induced positions throughout Harford County and the surrounding counties. New residents and jobs will put increased pressure not only on roads and other infrastructure, but also on local school systems, hospitals, police and fire service, and other public services.

The Plan will provide the basis for growth for our future population as it relates to BRAC and will address the existing needs of our citizens and businesses.

Chapter 2 – LAND USE ELEMENT

INTRODUCTION

The Plan is organized, designed, and implemented to orchestrate growth in the City in terms of (a) existing and future land uses, (b) scale and intensity of land uses, (c) phasing of support infrastructure, and (d) ensuring development strategies that maintain and enhance the quality of life of current and future residents.

PLANNING APPROACH

The Plan incorporates an approach to urban planning which emphasizes the critical importance of (1) conserving the City's resources, (2) incorporating the State of Maryland's Smart Growth principles, and (3) implementing requirements of House Bill 1141 (inclusion of a Land Use Element, Municipal Growth Element, Community Facilities Element, and Water Resources Element).

This Plan and related growth management strategies translate into a sequenced allocation of land uses that will achieve the State of Maryland's goal for Smart Growth. The objective of the plan is to provide the City with a framework for deciding on both the appropriateness and timeliness of private development proposals within the context of the adopted goals, objectives, and policies for growth.

DESCRIPTIONS OF EXISTING ZONING DISTRICTS AND ALLOWED DENSITIES

The Current Land Use Map provided on page 2-9 depicts the existing zoning categories within the corporate limits of Aberdeen as described below. For more detailed information on zoning please refer to the Code of the City of Aberdeen, Chapter 235, Development Code.

Residential

R-1 Low Density Residential District. The purpose of this district is to provide for single family, low-density residential development, together with such public buildings, schools, churches, public recreational facilities and accessory uses as may be necessary or are compatible with residential surroundings. This district is designated to protect existing development of high character and vacant land considered appropriate for future development. The R-1 allows detached single-family dwellings with a minimum lot area of 15,000 square feet.

R-2 Medium Density Residential District. The purpose of this district is to provide for single-family and two-family residential developments of city-scale character, together with such public buildings, schools, churches, public recreational facilities, and accessory uses as may be necessary or which are normally compatible with residential surroundings. The R-2 allows

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detached single-family dwellings with a minimum lot area of 7,200 square feet and semi-detached or two-family dwellings with a minimum lot area of 9,000 square feet.

R-3 High Density Residential District. The purpose of this district is to provide for a high density residential district within the City, together with such public buildings, schools, churches, public recreational facilities, and accessory uses as may be necessary or are normally compatible with residential surroundings. The R-3 allows detached single-family dwellings with a minimum lot area of 5,000 square feet; semi-detached or two-family dwellings with a minimum lot area of 7,000 square feet; quad, garden, or mid-rise apartments that are 1 to 5 stories with a minimum lot area of 7,500 square feet; and townhouses with a minimum lot area of 2,500 square feet.

Residential Overlay (RO) District. The purpose of this district is to recognize existing uses within certain R-3 zones within the City, to grant principal permitted use status to existing uses, to avoid creation of nonconforming uses, and to prohibit multi-family uses within the district except those uses existing as of the effective date of the Development Code.

Business

B-1 Neighborhood Business District. The purpose of this district is to provide limited retail and service facilities convenient to residential neighborhoods. The allowable uses are limited primarily to convenience goods and service facilities satisfying the household and personal needs of the residents of abutting residential neighborhoods. Standards are established compatible with low-density residential districts, resulting in similar building bulk and low vehicular traffic. Off-street parking is required. The B-1 does not require a minimum lot area.

B-2 Central Commercial District. The purpose of this district is to provide retail and office development within the central business district of the City. Appropriate uses are generally the same as for the B-1 District, but with altered yard requirements and altered off-street parking requirements in recognition of the practical difficulty of providing off-street parking in the central business district, and in recognition of the collective responsibility to provide off-street parking for smaller establishments. Development/redevelopment in this district shall be compatible with the existing historic, aesthetic, and pedestrian character of the downtown area in terms of scale and design. Residential uses are appropriate in this district. The B-2 does not require a minimum lot area.

B-3 Highway Commercial District. The purpose of this district is to provide for a number of retail and office establishments and commercial services for use by the traveling public on or near major roads or streets in the City and at the same time is intended to maintain the appearance of the highways and their access points by limiting outdoor advertising and establishing high standards for development. Commercial development in this district shall be in the form of well-planned and heavily buffered commercial concentrations as opposed to traditional forms of highway strip commercial. Off-street parking is required pursuant to the Aberdeen Development Code. The B-3 does not require a minimum lot area.

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Industrial

M-1 Light Industrial District. The purpose of this district is to provide for light manufacturing, fabricating, warehousing, and wholesale distributing in low-rise buildings with off-street loading and off-street parking for employees with access by major thoroughfares or rail. Commercial uses are permitted, primarily for service to employees in the district. The M-1 has a minimum lot area requirement of 1 acre.

M-2 Heavy Industrial District. The purpose of this district is to provide for industrial operations of all types which are not likely to create any more offensive noise, vibration, dust, heat, smoke, odor, glare, or other objectionable influences than the minimum amount normally resulting from uses specifically permitted. The M-2 has a minimum lot area requirement of 1 acre.

Office/Research/Educational

ORE Office/Research/Educational District. The purpose of this district is to provide for the development of a mixed-use office/research/educational park with supporting or complementary uses. The ORE has a minimum parcel size of 10 acres.

Agricultural

AG Agricultural District. The purpose of this district is to provide for agriculture as the primary use by providing large areas suitable for agriculture and related uses. Low-density residential development is a permitted use. This is normally a transitional zoning until development requirements can be reviewed and approved. Farm animals are not permitted within the City limits.

Integrated Business

IBD Integrated Business District. The purpose of the Integrated Business District is to provide for recreational, entertainment, commercial, and residential uses in a compatible manner, is sensitive to the environmental characteristics of the land, and facilitates the efficient use of services. The object is to promote creativity of design, flexibility among uses, and design schemes that create appeal within the district. These uses will be integrated through site plan and architectural design requirements. The Integrated Business District will maintain a common theme and character through the use of specific zoning regulations, design requirements, and architectural review procedures. Development in this district is subject to review by the Aberdeen Architectural Review Committee.

Special Overlay Districts

Downtown Revitalization Overlay District. The purpose of this district is to build upon the existing assets located in downtown, such as the Aberdeen Train Station, Post Office, Festival Park, Aberdeen Senior Center, Aberdeen Municipal Complex, and other government and

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commercial service uses. This district is subject to design requirements and review by the Aberdeen Architectural Review Committee.

I-95 Overlay District. The purpose of this district is to provide a planned unit development of high quality, single-family residences, office, research, and educational uses in a campus-like setting and complementary commercial/recreational uses. This district is subject to design requirements and review by the Aberdeen Architectural Review Committee.

The Downtown Revitalization Overlay District, I-95 Overlay District, and Architectural Review Committee were all approved by action of the Aberdeen City Council in 2002.

DESCRIPTIONS OF LAND USE CATEGORIES AND ALLOWED DENSITIES

Land Use Categories

The Plan describes three major land use categories: Residential, Commercial, and Industrial. Each will accommodate a range of land uses within the City. Future planned growth is discussed further in Chapter 3 – Municipal Growth Element.

Residential

Residential land uses have been identified for Chapter 3 – Municipal Growth Element, each with a dominant housing type selected and defined, based on its suitability for future housing needs of the City of Aberdeen: Low-Density Residential, Medium-Density Residential, and High-Density Residential.

The Low-Density Residential land use is to provide for single-family residential development of spacious character, together with public buildings, schools, churches, public recreational facilities, and accessory uses as may be necessary or are compatible with residential surroundings.

The Medium-Density Residential land use is to provide for single-family and two-family residential developments of urban character, together with such public buildings, schools, churches, public recreational facilities, and accessory uses as may be necessary or which are normally compatible with residential surroundings.

The High-Density Residential land use is to provide for single-family detached and attached, garden style apartments/condominium units, and/or senior housing, together with such public buildings, schools, churches, public recreational facilities, and accessory uses, as may be necessary or are normally compatible with residential surroundings.

Commercial

Commercial land uses have been identified for Chapter 3 – Municipal Growth Element as Central Commercial, Neighborhood Commercial, and Highway Commercial. Historically, the

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City's center of commerce has been the downtown business district and it is the subject of continued redevelopment efforts by the City. The Plan's economic development goals emphasize the City's desire and commitment for the existing downtown to serve as a location for carefully selected new retail shopping, professional offices, cafés and restaurants, a multi-modal transportation hub, and service-oriented businesses. It is recognized that US Route 40 (Philadelphia Boulevard), MD Route 132 (Bel Air Avenue), and the Beards Hill Road area will continue to be the major shopping areas for Aberdeen. The City offers four incentive programs for businesses to locate on US Route 40: 1) Greater Aberdeen – Havre de Grace Enterprise Zone, 2) Historically Underutilized Business (HUB) Zone, 3) Aberdeen BRAC Revitalization and Incentive Zone, and 4) Aberdeen Community Legacy Area.

The Central Commercial land use applies to all businesses situated within the downtown area. Proposed uses within the downtown are to be compatible with the scale and character of the existing downtown. This area includes parts of Bel Air Avenue and US Route 40.

The Central Commercial land use recognizes the unique aspect of providing essential public services and infrastructure to meet the changing needs of the downtown. Development intensities will depend on the particular intended use, physical characteristics, access and parking requirements, and other infrastructure demands.

The Central Commercial land use recognizes special opportunities for transit-oriented development, to include the multi-modal transportation center and mixed-use projects. All new development in the Central Commercial area shall comply with the Aberdeen Overlay District Regulations and Design Requirements.

The Neighborhood Commercial land use is intended to address peripheral business-related uses lying outside the Central Commercial boundaries. Neighborhood Commercial is intended to address new and existing retail/service development of low intensity in carefully chosen locations within Aberdeen and the future growth areas.

The Neighborhood Commercial land use designation should not encourage or provide for conventional shopping centers or large-scale freestanding retail establishments. To the extent achievable, the Neighborhood Commercial environment must be compatible in physical scale and architectural themes with surrounding residential neighborhoods. Neighborhood Commercial uses include small retail, convenience goods, and personal services primarily for the immediate neighborhood.

The Highway Commercial land use is intended to provide for offices, retail uses, hotels, and restaurants. This includes complimentary support retail, such as freestanding banks, fast-food restaurants, recreational entertainment, and other uses which frequently locate on major highways and commercial corridors. This use serves primarily community level shopping demands. Proposals should include analyses that address traffic, noise, air quality, point and non-point source pollution, impacts to adjoining neighborhoods, and other environmental considerations relevant to the given site. Any proposed commercial uses shall be buffered from adjoining residential areas per the requirements of the Aberdeen Development Code.

Industrial

The Light Industrial and Mixed Use-Planned Employment Center land use categories have been identified for Chapter 3 – Municipal Growth Element to guide light industrial-related activities and major employment centers within the City and future growth areas. The Plan promotes development of research and development facilities, high-tech businesses, corporate centers, training centers, and professional offices. Any proposed industrial uses shall be buffered from residential areas per the requirements of the Aberdeen Development Code and/or the inclusion of transitional uses (i.e., business offices or public uses) where possible.

The Light Industrial land use provides for existing warehouse distribution facilities that may be re-developed into such uses as light manufacturing, retail, research and development, and construction services.

The Mixed Use-Planned Employment Center land use provides for a variety of commercial and employment uses:

1. Restaurant
2. Office/Research/Institutional
3. Hotel/Motel
4. Conference Centers
5. Technical and Specialty Schools
6. Technology based industries and Corporate Centers

ANNEXATION TRENDS: 1995 - 2010

The City has only annexed land when a property owner has petitioned for annexation. From the period of 1995 through 2010, the City annexed 632.31 acres, of which 106.70 acres were zoned residential, 262.58 acres were zoned commercial, and 263.03 acres were zoned industrial. From 2005 to the present, the City has reviewed 16 petitions for annexation with a total acreage of 1,497.51 acres. In 2008, the City adopted an annexation procedure that requires detailed information on the use of the land proposed for annexation, the impact on public services and facilities, identification of environmental characteristics, and the fiscal impact to the City. These annexation procedures can be found in Chapter 3 – Municipal Growth Element.

In reviewing future annexation requests, the conceptual development plans must be consistent with the respective planning area. The City must plan for a mix of uses throughout the areas planned for growth. The Plan must define a place where people and investment will be attracted, thereby creating value in the areas targeted for growth. Creating value includes planning for mixed-use residential in underutilized areas, and targeting areas for redevelopment and growth near commercial centers and places of employment. This is consistent with Smart Growth principles that development is concentrated in suitable areas and supports new housing opportunities near the workplace. The Plan must also work financially for the City and growth cannot overburden the existing residents, businesses, and/or resources.

AVAILABLE LAND CAPACITY INVENTORY

An inventory of available land within the City of Aberdeen was performed in July 2007 and recently updated for this Plan. The inventory included all publicly and privately owned land, open space that is reserved and platted, and remaining undeveloped land. Table 2-1 shows the total City land inventory of 4,096 acres; Table 2-2 shows the remaining lands available for development within the current corporate limits, a total of 688 acres.

TABLE 2-1

INVENTORY OF BUILD OUT ACREAGE BY LAND USE			
Type/use	Acreage	Total of City of Aberdeen land (%)	Developable?
Residential	197	4.81	Yes
Commercial	129	3.15	Yes
Industrial	121	2.95	Yes
Integrated Business	241	5.88	Yes
Open Space	120	2.93	No
Non-buildable	27	0.66	No
Developed	3,261	79.62	n/a
Total City of Aberdeen area	4,096	100	

TABLE 2-2

BUILD OUT ACREAGE INVENTORY BY ZONING/LAND USE			
Use/Zoning District	Acreage	Square Feet	Developable?
Residential (R-1)	50	2,178,000	Yes
Residential (R-2)	76	3,310,560	Yes
Residential (R-3)	71	3,092,760	Yes
Commercial (B-1)	6	261,360	Yes
Commercial (B-2)	5	217,800	Yes
Commercial (B-3)	118	5,140,080	Yes
Light Industrial (M-1)	79	3,441,240	Yes
Heavy Industrial (M-2)	42	1,829,520	Yes
Integrated Business District	241	10,497,960	Yes
Total of Area	688	29,969,280	

In order to adequately plan for growth, the City of Aberdeen has studied all of the land within the corporate limits and within a one-mile radius of the existing City boundaries. Aberdeen has certain advantages over Harford County and the other two municipalities due to the proximity

and intensity of BRAC activities. BRAC has been a catalyst for many new development and redevelopment projects in the City. Aberdeen is expected to become a technology hub for the region and is projected to be the future home of a multimodal transportation center that will be used daily by hundreds of commuters.

PROPOSED DEVELOPMENT WITHIN ABERDEEN

The City is planning for an adequate supply of residential development to meet existing and future demands, and commercial development that supports the needs of these new residents. Aberdeen promotes the concept of being a community where people work, shop, and live. Aberdeen should also continue its efforts in seeking professional office uses that support government activities and attract higher paying jobs.

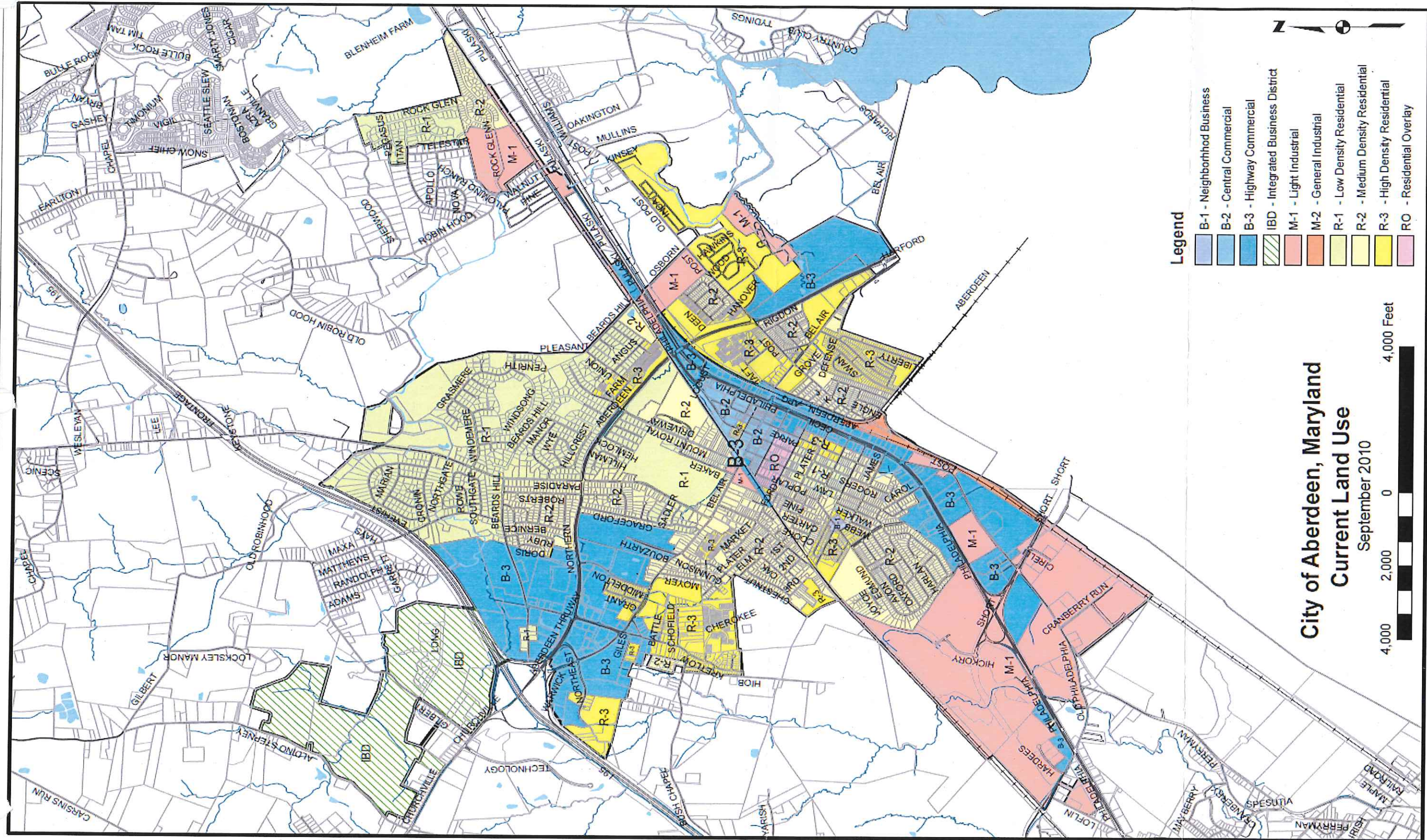
Tables 2-3 and 2-4 indicate the most recent planned and approved residential and commercial developments to be located within the City. All public infrastructure needed to support these development projects will be financed by the developer. All residential development projects will also be required to pay the necessary Harford County School Impact Fees.

Table 2-3: Planned and Approved Residential Development Projects

<u>Name of Proposed Project</u>	<u>Type and Number of Dwelling Units</u>	<u>Zoning/Land Use</u>
Eagles Rest	132 single family	IBD/Mixed Use
The Village at Carsins Run	680 units – continuing care retirement community	IBD/Mixed Use
Fields at Rock Glenn	101 single family	R-2 Single Family Residential
Fieldside Village	140 condominiums	IBD/Mixed Use
Winston's Choice	32 townhouses	R-3 Multi-family Residential
Winston's Choice Addition	22 townhouses	R-3/Multi-family Residential
Baldwin's Addition	2 single family	R-2/Two family residential
Baltimore Park	2 single family	R-2/Two family residential
Total	1111	

Table 2-4: Planned and Approved Commercial Development Projects

<u>Name of Proposed Project</u>	<u>Type</u>	<u>Zoning/Land Use</u>
Hampton Inn	Hospitality	B-3/Highway Commercial
Holiday Inn Express	Hospitality	B-3/Highway Commercial
Aberdeen Corporate Park	Office/Retail	B-3/Highway Commercial
Greenway Business Park	Office	M-1/Light Industrial
Rite Aid Pharmacy	Retail	B-3/Highway Commercial
Comfort Suites	Hospitality	B-3/Highway Commercial
Royal Farms Store	Convenience/Retail	B-3/Highway Commercial
North Gate Business Park	Office	B-3/Highway Commercial
Commons at Fieldside Village	Office	IBD/Integrated Business



GOALS AND OBJECTIVES

The Plan is designed to be a guide for the physical development of Aberdeen until 2030. A comprehensive plan should be structured with the direction of the community's vision for its future.

The 2011 goals and objectives will encompass the following general categories:

- (1) Land Use
- (2) Adequate Public Facilities and other Public Requirements
- (3) Transportation
- (4) Housing
- (5) Quality of Life, Recreation, and Open Space
- (6) Economic Development
- (7) Environment
- (8) Architectural and Streetscape Design
- (9) Historical and Cultural Resources
- (10) Implementation

Within each of these particular categories, the following statements of goals and objectives have been developed for the purpose of developing the quality, scale, theme, and timing of future development within the City. These adopted goals and objectives set the physical, social, economic, and cultural framework around which the Plan is designed.

This is a critical stage in the planning process. The goals and objectives, adopted by the City Council, will be used to develop the land use recommendations and development strategies of the Plan. This ensures that the Plan has been constructed on a firm social, economic, ethical, and legal foundation.

Definitions

Goal: An end result or achievement toward which efforts are directed; a basic area of concern that is broad in nature.

Objective: An end that is a measurable component of a goal and is foreseeably attainable. The accomplishment of an objective achieves some fraction of a goal.

1. Land Use

- A. Goal: The Plan reflects the optimal land uses for the City of Aberdeen at its long-range, full development scenario, consistent with Smart Growth principles.
- B. Goal: The Plan provides for an integrated mix of residential, commercial, and employment uses in the City that will accommodate adequate housing and economic development opportunities for present and future residents.

Infill and Redevelopment

- Objective: Identify properties for infill and re-development opportunities in the commercial areas and residential neighborhoods.
- Objective: Promote revitalization of older neighborhoods.
- Objective: Encourage connectivity between infill and re-development sites and existing communities by providing public sidewalks.

Land Development

- Objective: Develop zoning requirements that support mixed land use design, Transit Oriented Development (TOD), Main Street development, and urban revitalization.
- Objective: Develop a zoning district that allows transit supportive land uses around the Aberdeen Train Station.
- Objective: Create incentives for new businesses and residential development that support TOD and urban revitalization.
- Objective: Maintain an inventory of available land within the City that has development potential.
- Objective: Plan for development of land within a one-mile radius of the City limits to address possible future annexations.
- Objective: Encourage community and stakeholder collaboration in all development decisions and annexation processes.

2. Adequate Public Facilities and other Public Requirements

- A. Goal: The planning and programming of all City services, utilities, and facilities is compatible with the Plan.
- B. Goal: The nature, scale, timing, and implementation of all private development proposals includes a provision for adequate public facilities.
- Objective: Develop and adopt an Adequate Public Facilities Ordinance to require improvements to public facilities, including transportation facilities that support development.

- Objective: Develop multiple drinking water supply sources with a long-term capital improvement program for the water supply and fire protection requirements of the City.
- Objective: Develop wastewater system requirements with a long-term capital improvement program consistent with the Plan and State requirements.
- Objective: Promote innovative and cost-saving strategies for the logical and orderly extension of necessary public facilities to include transportation facilities and other related services.
- Objective: Coordinate with Harford County Government to ensure that effective planning and implementation occurs for public facilities and utilities located adjacent to the City limits.

3. Transportation

A. Goal: The existence of a fully integrated transportation system that provides relevance and convenience for all travel modes and users in adherence, as closely as possible, to the Transportation Element of the Plan.

- Objective: Plan for a variety of transportation choices in the City that are safe and efficient for all users.
- Objective: Plan for public transportation options and site planning particularly related to employment centers, park-and-ride lots, and neighborhoods.
- Objective: Plan and provide for complete streets that are designed and operated to enable safe access and circulation for all users. The establishment of bike lanes on roads should be encouraged, especially when it might be the only option for providing a needed bicycle route.

B. Goal: The establishment and reservation of the proper locations, alignments, and rights-of-way for future roads and streets to ensure that these improvements can be implemented in a cost-effective manner.

- Objective: Plan for system improvements for transportation elements through the capital budget, and/or through impact fees (or other system development charges) assessed to developers.
- Objective: Adopt bicycle and pedestrian facility network plans as part of the Transportation Element and as a way to promote healthy and sustainable alternatives to automobile-dependent travel.
- Objective: Establish the general location and timeframe for the proposed street network as provided in the City's Major Thoroughfare Plan.

- Objective: Regularly review and amend, as necessary, the City's road design standards and account for the preservation of rights-of-way, design, construction, and reconstruction of roads. The standards should be revised, as needed, to include provisions for the safe accommodation of pedestrians, cyclists, and transit operations.
 - Objective: Work with Harford County on the development of the Bicycle and Pedestrian Master Plan, to ensure that efforts are coordinated and that County and City facilities are connected to the maximum extent feasible.
- C. Goal: Properly planned access points to undeveloped properties in the City and future annexation areas are provided in development plans.
- Objective: Establish the reservation of proper access points to existing and proposed roadways via the zoning and subdivision process.
 - Objective: New developments are designed for pedestrian and transit accessibility through the provision of streets, paths, and site design/layout that recognize best practices for safety, comfort, and convenience.
- D. Goal: Options are identified and evaluated for creating a multi-modal transportation center in the City to support BRAC and other potential growth.
- Objective: Promote improved connections between transportation modes and alternatives to single-occupancy vehicular travel through the establishment of a multi-modal transportation center in the City.
 - Objective: Seek supporting services for the proposed multi-modal transit center, such as office and mail services, coffee shop, and newsstand.
 - Objective: Coordinate with transit operators (Harford County Transit Services, Maryland Transit Administration [MTA], Greyhound Connect, and Amtrak) to identify operational issues and facility needs to improve the quality of transit service provided within the City.
 - Objective: Identify opportunities for transit-focused development and re-development that are consistent with the land use plans and policies for public safety and economic development.
- E. Goal: A uniform and integrated approach for pedestrian movement in the City is provided.
- Objective: Evaluate pedestrian connections to transit stops, schools, commercial centers, and other important activity centers to identify deficiencies and establish priorities for improvement.

- Objective: Create walkable neighborhoods during the development process.
- Objective: Identify existing and planned walkways, transit stops, and bicycle routes on development and re-development plans.

F. Goal: The movement of people, goods, and services by a variety of transportation modes, and to support local and regional businesses, is accommodated.

- Objective: Identify and protect needed rights-of-way for transportation system improvements.
- Objective: Review the road classifications in the Aberdeen Subdivision Regulations as they relate to adjacent land use and mode priority, accommodate truck mobility to the City's industrial and commercial land uses, and preserve residential street quality for pedestrians and community life.

4. Housing

A. Goal: A range of housing opportunities and choices exist for present and future residents.

- Objective: Provide a wide range of housing opportunities and choices.
- Objective: Emphasize quality site planning and architectural design in future development for all housing types.

B. Goal: Smart Growth principles are incorporated throughout the Plan.

- Objective: Provide for the efficient use of infrastructure and the land for all proposed developments.
- Objective: Provide for integrated mixed uses, including residential, commercial, employment/office, recreation, and open space, where feasible.
- Objective: Provide opportunities for Transit Oriented Design and promote a mixture of uses in close proximity to the Aberdeen Train Station including office, residential, retail, and civic.

C. Goal: Architectural design and site planning standards are implemented for all types of new residential development.

- Objective: Prepare architectural design guidelines for new residential developments.
- Objective: Implement the use of sustainable design and the building of pedestrian and recreation amenities.

City of Aberdeen

D. Goal: Sub-standard dwellings are identified and placed in an active housing support program in an attempt to upgrade the housing.

- Objective: Review all housing controls for the possibilities of modifying regulations.
- Objective: Consider amendments to the Environmental Control Code.
- Objective: Consider adoption of a Rental Registration Ordinance.

E. Goal: Existing residential areas are protected from incompatible land uses.

- Objective: Preserve and improve the stability of existing single-family residential neighborhoods by prohibiting encroachment of incompatible land uses.
- Objective: Require commercial uses to provide measures designed to reduce impacts and nuisances to abutting residential areas.

5. Quality of Life, Recreation, and Open Space

A. Goal: New developments provide for sufficient recreational and open space opportunities to serve the needs of the community.

- Objective: Require homeowners associations to maintain designated open space and recreational areas within residential developments.
- Objective: Increase landscaping and buffering requirements for proposed development with frontage on major existing or planned roads.

B. Goal: Plans and programs are established for City recreation, parks, and open space management.

- Objective: Continue to maintain the public parks within the City and promote their use.
- Objective: Encourage recreational opportunities for City citizens, especially youth, through the Harford County Department of Parks and Recreation.
- Objective: Consider use of existing City-owned land for recreation, parks, and/or open space opportunities.
- Objective: Plan for adequately sized neighborhood parks in relation to current and future communities.

C. Goal: An urban street tree program is developed.

- Objective: Create a street landscaping program to address the planting and maintenance of street trees and plantings in Aberdeen.

6. Economic Development

A. Goal: The City's existing economic base is supported and economic development opportunities are encouraged for the expansion of employment, to include the support of BRAC.

- Objective: Market the downtown as a viable center for transit, retail, and customer service uses, professional offices, and civic functions.
- Objective: Establish standards for all commercial uses, to include density requirements, site buffers, landscaping, design guidelines, open space requirements, and adequate public facilities.

B. Goal: Expansion of existing businesses and the location of new businesses is encouraged in order to create jobs for existing and future residents.

- Objective: Promote job training and educational programs offered by Harford Community College, Harford County Office of Economic Development, Maryland's Career Net, Maryland Job Service, Open Doors Career Center, Inc., Susquehanna Workforce Network, Inc., and W.A.G.E. Connection.
- Objective: Encourage the development of Class-A office space, high tech industry, and skilled employment uses.

C. Goal: Conveniently accessible and viable commercial uses are attracted to the downtown area and the US Route 40 corridor.

- Objective: Encourage infill retail and service development in the downtown as a means of expanding the local economic base.
- Objective: Promote the incentives of the Greater Aberdeen-Havre de Grace Enterprise Zone to the property owners and businesses that may develop and/or expand their businesses within the zone.
- Objective: Promote the benefits of the Aberdeen Historically Underutilized Business (HUB) Zone Program to local businesses located within the zone.
- Objective: Promote the Aberdeen Train Station as a prominent feature of the town center and provide opportunities for Transit Oriented Development.

E. Goal: The Higher Education and Applied Technology (HEAT) Center maintains viability.

- Objective: Encourage development proposals in the I-95 Interchange Area that are compatible with the HEAT Center, Battelle Memorial Institute, and other proximate companies.

7. Environment

A. Goal: The City's sensitive areas and the balance of its natural ecology (including critical areas, wetlands, 100-year floodplains, streams and stream buffers, steep slopes, and habitats of threatened and endangered species) are protected.

- Objective: Strengthen and enforce standards to minimize environmental impacts to the City.
- Objective: Preserve non-tidal wetlands and limit their use to designated open space.
- Objective: Conserve stream valleys and their buffers and established drainage ways.
- Objective: Identify sensitive areas for both developed and undeveloped properties within the City.

B. Goal: Procedures that incorporate both design sensitivity and sensitive area preservation are defined and implemented.

- Objective: Utilize best management practices and other effective site design techniques for stormwater management to reduce non-point source pollution.

C. Goal: Remaining forested areas in the City are conserved and new plantings are encouraged.

- Objective: Retain forested tracts to reduce noise levels, control temperatures, minimize stormwater run-off, soften architectural harshness, and increase property values.
- Objective: Conserve forested tracts in proposed annexation plans.

D. Goal: Green building principles and practices in design construction are explored.

- Objective: Develop a plan for implementation of Leadership in Energy and Environmental Design (LEED) principles.

8. Architectural and Streetscape Design

A. Goal: Visual quality and design excellence are pursued to ensure that development provides a positive aesthetic character.

- Objective: Prepare design standards to encourage quality design in the areas of new construction, additions, rehabilitation, signs, streetscapes, and landscaping.
- Objective: Enhance the use of design guidelines and architectural review guidelines for new development in order to ensure compatibility with the prevailing architectural scale and themes in designated areas of the City.

B. Goal: The highest quality of design for future development within the City is achieved.

- Objective: Encourage innovative design techniques that will allow new development to be consistent with existing positive features.
- Objective: Encourage property owners and businesses in the downtown area to improve the exteriors of their buildings to enhance the downtown's appearance.

9. Historical and Cultural Resources

Goal: Preservation of historic sites and buildings is encouraged.

- Objective: Protect sites and structures of historical and cultural importance.
- Objective: Encourage the adaptive re-use of historically significant buildings and structures.
- Objective: Identify and survey buildings and sites of historic architectural value.
- Objective: Encourage the study of archeologically significant sites in and around the City limits (examples: Old Baltimore, Perryman, and Aberdeen Proving Ground).

10. Implementation

Goal: The Plan is implemented via growth management tools (i.e., Development Code, site plan controls, Subdivision Regulations, and other design standards) that are incorporated into the land use planning process.

- Objective: Guide development within the City and its planning areas in accordance with the Plan.
- Objective: Base decisions regarding the location, nature, type, and intensity of future land development on the adopted Plan.

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